

WEALTH ON WHEELS

The Pennsylvania Limited Represents the cost
of Several Farms

All the Convenience of a Modern Palatial Residence

Few people have a correct idea of the enormous investment represented by a train of cars. One passenger coach costs as much as a comfortable home, while the price of a sleeping car exceeds that of a palatial residence. Even the ordinary freight car is worth considerable money, and the usual string of them represents the value of a large farm. Locomotives cost well up in thousands of dollars, and individuals who have never given the subject any thought will be surprised at the figures.

The highest grade of train service in world is maintained on the Pennsylvania Lines. Coaches used on the vast system do not cost less than \$5,000 each. Every part, metal and wood, is carefully selected and put together by experts in car building. Ten thousand dollars is certainly a large sum to invest in one car, but that amount represents the price of a sleeping car.

The equipment of a through train, in addition to the locomotive, usually consists of a baggage car, an express car and a fast mail car, followed by a compartment parlor smoking car, coaches and sleeping cars. Only the best locomotives, strong and marvelous pieces of mechanism, run over the Pennsylvania Lines, and each costs fully \$10,000. The baggage, express and mail cars are each worth several thousand dollars; the coaches one-half as much as the locomotive, making the value of a regular train exceed \$50,000.

But a \$50,000 investment is small when compared to the outlay required to place in service one train running over the Pennsylvania Lines. This train, the world famous Pennsylvania Limited, is composed exclusively of Pullman cars of the highest degree of magnificence, and is the most luxurious and most costly train in service in the world. The money invested in it will buy a dozen fine farms.

Persons who travel on the Pennsylvania Limited have an opportunity to see to what extent genius and skill have devoted railway transportation facilities. The character and comforts of this famous train represent the highest standard of excellence attained in the art of car construction. The combination parlor, smoking and library car, the initial link of this chain of vestibuled luxury, is practically a metropolitan club on wheels, comprising the dolce far niente smoker, buffet and library, equipped with plush, leather and willow loungers, corner cheffoniers supplied with embossed stationery, card sections, barber shop and bath, all done in mahogany and gold relief and damask draperies. Electric buttons at every elbow, and ubiquitous attendants emphasize the club-like convenience.

The second link is the dining car, mahogany mirrored, the canopy a dream of decorations in relief, subdued by stained glass transoms and silken window blinds. The snowy tables, gleaming silver, glinting cut glass, dainty wares and tempting menus are particularly inviting. The bill of fare embraces every conceit in and out of season. It were superfluous to say more.

Two drawing-room sleeping cars of the pronounced Pullman type follow the dining car. Then comes the latest Pullman triumph—the compartment sleeping car, with private rooms and suites, containing lockers and shelves and individual lavatory arrangements, and affording all the privacies of home. The new compartment car, in fact has provided American tourists with all the privileges and pleasures of a private or special car. The Pennsylvania Limited compartment cars are not only improvements on those exploited at the World's Fair, but they are finished in still richer woods, draperies and carpets. Two spacious drawing rooms en suite occupy the ends of these cars, boudoir state-rooms between, alternating in woods and colors as to their finish and furnishings.

The last car of the Pennsylvania Limited is the combination drawing-room, parlor and observatory, the two latter named appointments comprising the social rendezvous of the passengers en route, where frequent fast friendships are formed, and the highest types of American travelers, come into casual contact. The library and the observatory apartments are provided with the latest literature, including the standard monthlies and weeklies and dailies of the principal cities. Writing desks and society embossed stationery are likewise provided in both apartments, with typewriters and telegraphs available, and mail boxes in reach, mail being collected en route.

The entire Pennsylvania Limited is illuminated with incandescent electric lights, and when the thermometer ranges high electric fans are at the pleasure of the patrons.

The panorama of American scenery, especially in Pennsylvania, viewed from the canopied and brass railed piazza of the observation car, is unequalled in the railway world. The dash through the now traditional Conemaugh valley, with the phoenix-like new Johnstown, the crossing of the airy Alleghenies, the rounding of the famous Horse Shoe Curve, the romantic grandeur of the Blue Juniata, the rich pastoral scenes along the Susquehanna river, are cardinal points of interest. The observation car on the Pennsylvania Limited is the only one running to New York.

This famous train leaves Chicago Union Passenger Station every day at 5:30 P. M. Drawing Room, Sleeping Car connections leave Toledo 9:00 P. M. Cleveland 11:10 P. M. All concentrate at Pittsburgh, from which point daylight trip through interesting industrial sections of Western Pennsylvania

over the romantic Alleghany Mountains, and through the agricultural paradise, of the eastern end of the Keystone State. Harrisburg is reached at 1:35 P. M. Philadelphia 4:17 P. M., New York 6:30 P. M., Baltimore 4:15 P. M. and Washington at 5:32 P. M.

A finely illustrated booklet containing half tone reproductions from photographs of the interior of the train showing it as near to the real as the camera can present it, will be furnished on application to either of the following Assistant General Passenger Agent C. L. Kimball, 149 Superior Street, Cleveland, O.

By being loyal to our own church in particular, we learn loyalty to the church universal. That soldier cannot be true to his country and his flag who is faithless to his own regiment.

A New Discovery for the Cure of Deafness

It has been demonstrated beyond doubt that Catarrhal Deafness can be and is being permanently cured by the use of the new discovery and invention known as Aerial Medication. This treatment is based on purely scientific principles, and has received the highest endorsement from the medical profession, and is being used with phenomenal success both in this country and in Europe. Those of our readers who know persons afflicted with deafness are requested to send the names and the address of such persons to Dr. J. H. Moore, Dept. No. W. 3, Cincinnati, O., a reputable physician of the highest professional and moral standing, who is, for the purpose of introducing the treatment, sending full particulars and medicines for three months' treatment free.

The tongue that tells God's truth fearlessly needs none of the orator's arts.

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Our readers will be pleased to learn that the eminent physician and scientist, Dr. Kilmer, after years of research and study, has discovered and given to the world a most remarkable remedy, known as Swamp-Root, for the cure of kidney and bladder troubles; the generous offer to send a bottle free that all may test its wonderful merits without expense, is in itself sufficient to give the public confidence and desire to obtain it. Swamp-Root has an established reputation as the most successful remedy, and is receiving the hearty endorsement of up-to-date physicians, hospitals and homes. If our men and women readers are in need of a medicine of this kind no time should be lost in sending their name and address to Dr. Kilmer & Co., Binghamton, N. Y. and receive a sample bottle and pamphlet, both sent absolutely free by mail. The regular sizes may be obtained at the drug stores. When writing please say you read this liberal offer in the BRETHREN EVANGELIST.

Without a conflict there is no conquest, without a conquest no crown.